





SUBJECT OF THE W

April 17,

THE HON. H. LANGEVIN,
Minister of Public V

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CORRESPONDENCE

ON THE

SUBJECT OF THE WINDSOR AND ANNAPOLIS RAILWAY.

April 17, 1871, to August 14th, 1871.

Ottawa, 17th April, 1871.

THE HON. H. LANGEVIN,
Minister of Public Works, &c., &c., &c.

SIR,—

Referring to the conversation which I had with you this morning on the subject of the Windsor and Annapolis Railway, I venture, in obedience to the suggestion made by you, to submit to you in writing the main points which I then brought to your attention.

As you are aware, I occupy the position of Special Commissioner of the Windsor and Annapolis Railway Company, which Company I may add is composed of gentlemen of position, means, and character, who desire nothing but what is fair and right.

The capitalists, through the Company, embarked their capital in the construction of the Railway on the faith of the Acts of the then Local Legislature, which expressly enacted that it should be a Provincial Government Railway, (Vide clause 1, Act 1864, and clause 3, Act 1865). They reckoned, therefore, and with good reason, on the Government influence and assistance, and most certainly never contemplated that the Government were to become competitors, as the owners of rival lines of Railway.

In these reasonable anticipations the Company have been disappointed: the Government have so far declined to allow the Company to exercise the running powers, or the joint operations to Halifax, which were expressly conferred, both by the concession, and by the Local Acts: they have become the promoters and owners of a large competitive system of Railways in Canada, now to be extended to the Pacific, which must withdraw a considerable amount of traffic from off the Company's Railway: they have subsidized steamers from Halifax and Windsor to St. John: they have appointed as their acting commissiener the Managing Director of another enterprize, whose interests cannot be regarded as parallel in all respects with those of the Company: and in short the whole energies of the Government are now directed to a keen competition with, and the crushing out of the Company.

I submit, with great respect, that the Company have allowed themselves to be misled—the career they have before them, if the Government refuse them redress, is an unpleasant one—they have no alternative but to claim a free and equal use of the Government Railway into Halifax—they must put on a line of first class steamers between Annapolis and Boston—they must endeavor to

amalgamate, or to make arrangements with one or other of the great American Railways, such, for instance, as the New York Central, or the Erie, and with all this prefer a claim upon the Government for the loss which they have suffered, and must still suffer, from the opposition of the Government lines.

This, I need hardly add, is not what the Company were led to expect, or what they desire. They believe that if they have their rights they have a good property; but rather than continue in a concern which must fight for every ton of traffic, and that, too, against so powerful an adversary as the Government, they would prefer much that the Government should exercise the powers of purchase conferred upon them by clauses 7, 8, and 10 of the Local Act of 1865; and they submit that upon every principle of equity the Government are in honor bound to do so.

Having come out from England specially to make these representations to the Government, I venture to hope that I may be permitted to supplement these remarks by a *viva voce* explanation before the Council, and that I may obtain for my request a favorable consideration.

I have the honor to be,
Sir,
Your obedient servant,

(Signed) J. A. MANN.

DEPARTMENT OF PUBLIC WORKS,
Ottawa, April 19, 1871.

SIR,— I am directed by the Minister of Public Works to acknowledge the receipt of your letter of the 17th instant, on the subject of the Windsor and Annapolis Railway, and to state that it has received his best consideration.

The question of purchase cannot be taken up by a mere quorum of the Privy Council, but will be submitted to a full meeting of the Cabinet as soon as possible. Should the Council decide upon purchasing, the matter will of course have to be laid before Parliament for approval; but should it not so decide, then the question of the "running powers" referred to in your late interview with the Minister and the Members of the Sub-Committee of the Privy Council, will be submitted to the Honorable the Minister of Justice for his opinion and advice.

I am further directed to assure you that the Minister will use his best endeavours to have the matter settled with as little delay as possible.

I have the honor to be,
Sir,
Your obedient servant,

(Signed) F. BRAUN,
Secretary.

J. A. MANN, Esq.,
Special Commissioner of the Windsor and Annapolis Railway,
Nova Scotia.

THE RUSSELL HOUSE,
Ottawa, 19th April, 1871.

SIR,—

I am in receipt of a letter from Mr. Braun of this day's date, informing me that you will submit the questions, which I had the honor to lay before you, for the consideration of the Cabinet.

As I leave to-day for New York en route for England, I venture to ask that you will be good enough to direct that the result may be communicated to me by letter, addressed to me at the office of the Windsor and Annapolis Railway Company, 6 Westminster Chambers, Victoria Street, London.

I trust the decision may be such as to render it unnecessary for me to return here; but I need not say that if necessary, I will endeavor to do so.

With great respect, I am, Sir,
Your obedient servant,

(Signed)

J. A. MANN.

THE HON. H. LANGEVIN,
Minister Public Works, Ottawa.

HALIFAX HOTEL,
Halifax, 12th July, 1871.

THE HON. C. TUPPER,
President of the Council, &c., &c., &c.

SIR,—

On the 17th of April last I had the honor of an interview with a Sub-Committee of the Council, when I laid before them the grievances of the Windsor and Annapolis Railway Company. On the following day the Minister of Public Works intimated to me by letter that the matter would be taken into consideration at the next full meeting of the Cabinet, after which their decision would be communicated to me. Since then I have not been honored with any further communication, and as the subject is one of the most vital importance to the Company, I have again returned from England specially to press it upon the attention of the Government; and hearing that the Minister of Public Works is unfortunately absent from the country, I venture to ask that the Cabinet will favor me with a further interview, that I may again state the Company's grievances, and obtain their decision. I am prepared to proceed to Ottawa at any time you may name.

I am, Sir,
Your obedient and humble servant,

(Signed)

J. A. MANN

RUSSELL HOUSE,
Ottawa, July 26, 1871.

THE HON. H. LANGEVIN,
Minister of Public Works, &c., &c.

SIR,—

I regret exceedingly that it has become necessary for me to return to Ottawa to urge the claims of the Windsor and Annapolis Railway Company upon the Government.

The capitalists interested in the Railway, among whom I may mention (here follow the names of several London capitalists) have, however, well considered the matter, and have determined that they cannot offer to continue to work the line under the present unsatisfactory arrangements with the Government, and they have empowered me to communicate that decision to the Government, and to make any arrangements that may be necessary in the matter.

In the few days since my arrival in Halifax I have occupied myself in preparing a memorial to His Excellency the Governor-General in Council, setting forth the grounds upon which the claims are based; but hearing that you are likely to be absent from Ottawa for some time, and that a Cabinet Council would meet to-day, I deemed it better to come on here with a rough print of the memorial in its incomplete and unfinished state, and of which I now beg to enclose you a copy.

I trust you will, under the circumstances, excuse my laying before you so rough a draft, from it I have no doubt you will be able to glean the main points of the case, and as the subject is a very pressing and very serious one both to my friends and to the Provinces of Nova Scotia and New Brunswick, I venture to ask that it may be brought before the Council to-day, and that I may have their decision upon it. I need hardly say that I should be glad to have the honor of an interview with the Council, to enable me to offer any explanations which they or you may require.

I have the honor to be,

Sir,

Your obedient servant,

(Signed) J. A. MANN,
Commissioner and Attorney
Of the Windsor and Annapolis Ry. Co., Limited.

DEPARTMENT OF PUBLIC WORKS,
Ottawa, August 1st, 1871.

SIR,—

I have the honor to acknowledge the receipt of your letter of the 26th July, ult., and memorial on behalf of the Windsor and Annapolis Railway Company, praying for state relief in either one of the several ways therein specified.

With respect to the first of these modes, viz.: to put in force certain powers of purchase conferred upon the Government by clauses 7, 8, and 10 of the

Statute of Nova Scotia, 28 Vic., Cap. 13 (1865,) I am to inform you that the Government of Canada do not think it expedient, under present circumstances, to purchase the Windsor and Annapolis Railway.

The second proposition, which is to convey or transfer to the memorialists that portion of the Government Railways in Nova Scotia operating between Windsor and Waverly Junction, cannot be entertained; for, besides being in contradiction with the railway policy sanctioned by Parliament, such conveyance or transfer would be impossible without special legislation.

The propositions which involve grants of public money, as compensation or otherwise, are also inadmissible; for while it does not appear that the Windsor and Annapolis Railway Company have under their charter any right to compensation, there is no fund at the disposal of the Government of Canada for affording them relief.

Having reference to the third mode of relief stated in the memorial, that "running powers" be granted over the Government line to Halifax, including the use of stations and conveniences now or hereafter to be erected in Halifax, I have the honor to inform you that His Excellency the Governor-General in Council has authorized the Minister of Public Works to make the traffic arrangements, including "running powers" mentioned in the charter of the Windsor and Annapolis Railway Company, and to appoint any officer or arbitrator for that purpose, required by the said charter, should it prove impossible to conclude the said traffic arrangements without arbitration.

I have the honor to be,
Sir,
Your obedient servant,

(Signed)

J. A. MANN, Esq.,
Russell House, Ottawa.

F. BRAUN,
Secretary.

Ottawa, August, 1, 1871.

F. BRAUN, Esq.,
Secretary of Department of Public Works,
Ottawa.

Windsor and Annapolis Railway Company's Memorial.

1. I have the honor to acknowledge receipt of your letter of this day's date, from which I learn, with regret, that the Dominion Government decline to accede to the Prayer of the Windsor and Annapolis Railway Company, excepting only as to so much thereof as relates to the running powers conferred upon them under their agreement with the Government of the Province of Nova Scotia.

2. I need hardly say that the Company will be very much surprised and disappointed at the decision of the Dominion Government, and unless the Provincial Government recognize the moral and legal obligations now repudiated by the Dominion Government, I am afraid the Company will not consider themselves bound to continue to work the line. The Company are extremely anxious to avoid closing the line, causing as it would much inconvenience and

loss to the people of Nova Scotia and New Brunswick, and will, therefore, await the decision of the Provincial Government with much anxiety.

3. I observe that, so far as concerns the claims for compensation, &c., preferred by the Company, the decision of the Dominion Government is only general, and at the risk of being deemed troublesome, I venture to ask, if it is intended to repudiate the whole of the claims upon their merits. In order that I may not misunderstand the intention of the Dominion Government on this point, I recapitulate the claims put forward by the Company, which are as follows:—

1. For compensation in respect of loss and damage occasioned by the past refusal of the Dominion Government to allow the Company to exercise the rights and privileges conferred upon them under clause 11 of the Agreement, 22nd of November, 1866.

2. To have refunded to them the duties (together with interest thereon) levied upon certain materials and stores imported by them for the construction and working of the Railway: and to have allowed to them, in terms of clause 9 of the said Agreement, a drawback of all duties upon all stores or materials hereafter to be imported by the Company for either of such purposes.

3. To have paid to them interest upon the principal payments made under clause 6 of the Agreement, as from the dates from which such payments would, if they had been made in Provincial Bonds in terms of such agreement, have carried interest or dividend, until the date of actual payment.

4. To have paid to them all such sums (together with interest thereon as beforementioned) as were deducted by the Government from the par value of such Provincial Bonds.

5. To have conveyed to them, free of charge, in terms of clause 7 of the Agreement, certain lands required for the railway track and stations.

6. To have conveyed them, free of charge, also in terms of clause 7 of the said agreement, a parcel of land, at or near Windsor, and now in the possession of the Dominion Government, and which it was specially agreed with, and enacted by, the Legislature of the Province of Nova Scotia, should be so conveyed to the Company.

7. To be reimbursed all loss and expenses incurred by the Company in respect of the acquisition of the lands required by the Railway, and which were, under clause 7 of the said Agreement, to be conveyed to the Company, free of charge.

8. To be reimbursed all loss, damages, and expenses incurred by the Company in consequence of the Dominion Government charging the Company a higher rate of toll on certain traffic, to wit: on cattle, horses, hay, &c., conveyed over the line between Windsor and Halifax, or some part or parts thereof, than that charged to the general public.

9. To be compensated in respect of direct and incidental damages arising out of the subsidizing of steamers by the Government in contravention of the spirit and intention of the Acts and Agreement forming the basis of the Company's proceedings.

4. As to that portion of your letter which states that the Government have no funds applicable for the purpose of affording redress or relief to the Company, I apprehend that it is not intended, that the Ministers of the Government would, for that reason, decline to acknowledge any just claim upon the State, even though it might be necessary afterwards to obtain a vote from the Legislature for the purpose of discharging it.

5. As the Company must now, of course, proceed to memorialize the Legislature of the Province of Nova Scotia, with whom the contract was originally made, it becomes important that the Company should understand clearly how

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far the Dominion Government claim the rights, and acknowledge the obligations, originally conferred or imposed upon the Provincial Legislature, under the Acts and the Agreement forming the basis of the understanding with the Company. From the conversation which I had with the Hon. the Minister of Public Works, I am led to believe that the Dominion Government claim to have the right, and acknowledging the obligation, to deal only with those questions directly affecting the Customs Revenue, and the Railways taken over by them,* which would, I assume, only include the claims before referred to under the sub-heads numbered 1, 2, 6, and 8, and would leave the claims under the sub-heads numbered 3, 4, 5, 7, and 9 to be dealt with by the Provincial Government, whilst the right of purchase, under clauses 7, 8, and 10 of the Acts of the Provincial Legislature of 1865, and the power of controlling the rate of tolls to be charged by the Company to the public under clauses 3 and 8 of the Agreement of 22nd November, 1866, would, so far as they may now remain in force, also vest in the Provincial Government; and I beg to ask the decision of the Dominion Government upon these points.

6. I am prepared, on behalf the Company, and am, moreover, anxious to meet any representative whom the Government may appoint, with a view to deal with the matters under clause 11 of the said Agreement, which I would point out are not confined exclusively to a "traffic arrangement, including running powers," but also extend as an alternative to a "joint operation of the two lines." In the interim, of course, the Company continue to suffer direct loss from the delay which the Dominion Government have created, and it must, of course, be understood that the Company's claim for compensation is not to be prejudiced by any action of such representatives, unless such matter of compensation be also submitted to them for their decision.

7. I cannot conceal from myself the difficulty of the Company and the Government together, working their traffic efficiently over so long a length as 45 miles of single line, unless the Government complete their line by the erection of the proper locking apparatus and signals, and the construction of the proper sidings and passing places, and appoint signalmen at the proper points; but being sincerely anxious to avoid trouble, and to make the most of the two lines, in doing which I feel that I shall serve the interests not only of the Company and the Dominion Government, but also of the people of the Province, I am prepared, as a further effort in the interests of peace, to offer, on behalf of the Company, to lease, work, and maintain the Government line and appurtenances, from the junction with the Company's line, at Windsor, to the Waverly Junction, for the period of 99 years, and to pay over to the Dominion Government, by way of rental, annually, a sum equal to ten per cent. of the gross toll earned by the Company upon the line, and for the exercise of unrestricted running powers over the remaining portion of the Government line from such Waverly Junction into Halifax, including any extensions thereof to be hereafter constructed, to pay, by way of toll, annually, a sum equal to forty per cent. of the gross toll earned annually by the Company upon the line—such payment of forty per cent. to include the use of all stations and all conveniences, and a share of the services of the Station Agents, Booking Clerks, and other servants employed by the Government at the stations, depots, and junctions. If this offer be accepted by the Government, I apprehend that I, on behalf of the Company, and a representative of the Government, with an umpire to be agreed upon between us, would, with the assistance of the Superintendent of the Government line, and of the Manager of the Company's line, have no difficulty in settling the details of the working.

* It is necessary to add that since the above letter was written, the writer has been informed by the Minister of Justice that the views of the Minister of Public Works as to the limitation of the liability of the Dominion Government must have been misinterpreted or misunderstood.

8. Assuming as I do that the above offer will be acceptable, and that the view taken by me of the responsibility of the Dominion and Provincial Governments respectively is correct, I would even venture further, and offer that the claims of the Company, before referred to, under the sub-heads numbered 1, 2, 6, and 8, shall, so far as the Dominion Parliament may still decline to admit them, also be submitted to, and be finally dealt with by such arbitrators or umpire, reserving only to the Company the right to prefer their claims under the other sub-heads numbered 3, 4, 5, 7, and 9, together with their request for general aid and assistance, against the Provincial Government.

9. In conclusion I would remark that the claims of the Company have now been before the Government at different periods throughout the past eighteen months, and as I am here at great inconvenience to myself, and expense to the Company, wholly and exclusively for the purpose of adjusting the matter with the Dominion Government, I venture to ask for a specific and early reply to the several questions submitted, and propositions made in this letter, and to state that I will remain in Ottawa until I receive such reply.

I am, Sir,

Your obedient servant,

(Signed) J. A. MANN,

*Commissioner and Attorney
Of the Windsor and Annapolis Ry. Co., Limited.*

DEPARTMENT OF PUBLIC WORKS,
Ottawa, 8th August, 1871.

SIR,—

With reference to your reply, dated the 1st instant, to my letter of same date, I have the honor to state, that by the Order in Council of the 28th ultimo, the Minister of Public Works is "authorized to make with the said Company the traffic arrangements, including running powers, mentioned in the Charter of the said Company, and for that purpose to appoint any officer or arbitrator required by the Charter of the Windsor and Annapolis Railway Company, should he, and the said Company be unable to make those traffic arrangements without arbitration."

I am now to inform you that with the view of carrying out the terms and object of the Order in Council, above referred to, in a friendly practicable manner, and so as to avoid, if possible, having recourse to arbitration, the Minister of Public Works has appointed Sandford Fleming, Esquire, Chief Engineer of the Intercolonial Railway, to confer with the Company, as its authorized agent, on the subjects referred to, with instruction to report to him, the Minister, in regard to the arrangements which the Company will agree to make with the Government concerning "traffic arrangements" and "running powers."

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

F. BRAUN,
Secretary.

J. A. MANN, Esq.,

Commissioner and Attorney

*Windsor and Annapolis Railway,
Kentville.*

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WINDSOR AND ANNAPOLIS RAILWAY,
Kentville, August 14, 1871.

F. BRAUN, Esq.,
 Secy. Depart. of Public Works,
 Ottawa.

SIR,—

I have the honor to acknowledge receipt of your letter of date, 8th inst., informing me in reply to my letter of the 1st inst., that Sandford Fleming, Esq., the Chief Engineer of the Intercolonial Railway, has been appointed to confer with me, with a view to reporting to the Minister in regard to the arrangements which the Company will agree to make with the Government concerning "traffic arrangements" and "running powers."

In reply I have to state that I shall have much pleasure in meeting Mr. Fleming at any time or place he may appoint.

I cannot but feel disappointed, however, to observe that your letter makes no reference to the very liberal offer which I made in the 7th paragraph of my letter of the 1st inst., viz.: to lease the line between Windsor and Waverly Junction, and to pay for running powers between the latter place and Halifax; but I trust that Mr. Fleming will have been instructed to consider and report upon that offer.

It is matter of surprise to me also that your letter further fails to reply to the other important enquiries and propositions made in my letter, especially those conveyed in paragraphs 3, 4, 5, 7, and 8, wherein I ask whether the Dominion Government repudiate the claims preferred by the Company upon their merits, and whether the Dominion Government admit their liability assuming the claims to be well founded, and wherein I offer to submit the claims to arbitration.

As I have before observed, it is a very serious hardship that the Company are unable to obtain the attention of the Government on these matters.

It would probably be more regular if I were to await a definite reply from the Government to the proposition I have already had the honor to lay before them before venturing to make any further overtures, but the pressure of circumstances is such that I am compelled to break through the ordinary rules, and I now venture to supplement the offers previously made by submitting the following proposition, with a view of settling all the difficulties between the Company and Government, viz.:—

Heads of proposed arrangement between the Company and the Governments of Nova Scotia and of New Brunswick.

1. Dominion and Nova Scotia Governments to settle between themselves the question as to which is liable in respect of the claims of the Company for compensation, &c., assuming the claims prove to be valid. The claims to be submitted to arbitration.

2. Company to have a lease of the Government line from Windsor to Waverly Junction, and running powers into Halifax, on terms of Mr. Mann's letter of 1st of August. Representatives of the Company and of the Government to settle mode of working.

3. The Company to put on a line of first class Clyde built ocean going steamers between Annapolis and St. John, running them at least once a day each way, and to run express trains between Halifax and Annapolis, so that the entire journey from Halifax to St. John shall not occupy more than 8½ hours.

4. Governments together to grant the Company a subsidy of £12,500, Stg., per annum, say in the following proportions:

- £5,000 by the Dominion Government.
- £5,000 by the Nova Scotia Government.
- £2,500 by the New Brunswick Government.

5. The Company to clear itself from liabilities—1, by converting its Debenture Debt into a 5 per cent. perpetual Debenture Stock—2, by paying off or converting into capital all its existing floating debts; and 3, by providing the capital for the boat service before mentioned; and further, to undertake not to incur any further capital debts. This arrangement, I feel sure, will commend itself to the attention of the Dominion Government. It will have the effect—

- 1st—of settling all questions between the Company and the Government amicably.
- 2nd—of clearing the Company of all debt and difficulties so as to preserve to the public the fullest benefits to be derived from the road, and,
- 3rd—of providing a swift, commodious, and reliable means of communication between St. John and Halifax.

In conclusion I have to add that I have submitted the proposition to the Governments of Nova Scotia and New Brunswick, and I beg you to submit this letter for the early consideration of the Honorable the Minister administering the Public Works Department in the absence of the Honorable the Minister of Public Works.

I have the honor to be,

Sir,

Your obedient servant,

(Signed) * J. A. MANN,
Commissioner and Attorney
Of the Windsor and Annapolis Ry. Co., Limited.

WINDSOR AND ANAPOLIS RAILWAY,
Kentville, 14th August, 1871.

TO THE HON. W. B. VAIL,
Provincial Secretary, &c., &c., &c.,
Halifax.

SIR,— I have the honor to enclose you herein, for the information of His Honor the Lieutenant-Governor in Council, copy of the Memorial which it has been my duty to lay before His Excellency the Governor-General of Canada in Council, on behalf of the Windsor and Annapolis Railway Company, Limited, together with copies of a correspondence which has taken place on the subject of that Memorial.

From a perusal of these documents you will observe that the Company have many unredressed grievances, and in respect of which they have suffered much loss.

You will also observe that the financial result of the working of the line between Windsor and Annapolis has hitherto been most unsatisfactory, and that unless redress and assistance be granted by the Government, the Company will be unable to continue to work the line.

The Company deem themselves entitled to ask the Government to exercise

the powers of purchase conferred upon them by clauses 7, 8, and 10 of the Act of the Provincial Legislature of 1865; but being anxious to effect an early and amicable settlement of all vexed questions between them and the Government, I have to-day made a proposition to the Dominion Government to the following effect, viz.:—

“Heads of proposed arrangement between the Company and the Governments of the Dominion, of Nova Scotia, and of New Brunswick.

“1. Dominion and Nova Scotia Governments to settle between themselves the question as to which is liable in respect of the claims of the Company for compensation, &c., in the event of those claims proving to be valid. The claims to be submitted to arbitration.

“2. Company to have a lease of the Government line from Windsor to Waverly Junction, and running powers into Halifax, on terms of Mr. Mann’s letter of 1st of August. Representatives of the Company and of the Government to settle the mode of working.

“3. The Company to put on a line of first class Clyde-built ocean going steamers between Annapolis and St. John, running them at least once a day each way, and to run express trains between Halifax and Annapolis, so that the entire journey from Halifax to St. John shall not occupy more than 8½ hours.

“4. Governments together to grant the company a subsidy of £12,500, Stg., per annum, say in the following proportions:

“£5,000 by the Dominion Government.

“£5,000 by the Nova Scotia Government.

“£2,500 by the New Brunswick Government.

“5. The Company to clear itself from liabilities—1, by converting its Debenture Debt into a 5 per cent. perpetual Debenture Stock—2, by paying off or converting into capital all its existing floating debts; and 3, by providing the capital for the boat service before mentioned, and further, to undertake not to incur any further capital debts.”

I have been induced by the advice of parties of position in this Province to make this proposition, believing that it will meet with the approval of the Government of the Province. If accepted, it will at once settle all questions between the Company and both Governments; it will clear off all the debts, and remove all the difficulties of the Company, thereby securing to the Public the use of the Railroad; and it will provide an improved, swift, commodious, and reliable means of communication between St. John and Halifax.

As I have visited this country, and remain here, exclusively with a view to effect a settlement with the Government, I beg to ask that this letter may be laid before His Honor in Council without delay.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

J. A. MANN,

*Commissioner and Attorney
Of the Windsor and Annapolis Ry. Co., Limited.*

WINDSOR AND ANNAPOLE RAILWAY,
Kentville, 14th August, 1871.

TO THE HON. JOHN A. BECKWITH,
Provincial Secretary of New Brunswick, &c., &c.,
Fredericton.

SIR,—

I have the honor to enclose you herein, for the information of His Honor the Lieutenant-Governor, copies of letters which I have this day addressed, on behalf of the Windsor and Annapolis Railway Company, to the representatives of the Governments of Canada, and of the Province of Nova Scotia, from which you will observe that among other propositions it has been proposed, conditionally, upon a suitable annual grant being made to the Company, to put on a line of first class ocean-going Clyde-built steamers between St. John and Annapolis, and to run the same at least once a day, each way, in connection with express trains between Halifax and Annapolis; the result of which will be to place St. John within 8½ hours of Halifax, with a regular daily means of communication.

Upon the assumption that this proposition will find favor with the Government of New Brunswick, I venture to hope that His Honor the Lieutenant-Governor in Council will see fit to concur with the Governments of Canada and Nova Scotia in making such grant to the Company, to the extent of £2,500, Sterling, per annum.

As the Special Commissioner of the Company, I am on a visit to this country, solely with the view of adjusting the several matters in which the Company are interested, and I venture, therefore, to ask that the subject may have the early consideration of His Honor the Lieutenant-Governor in Council.

I shall have pleasure in attending in person upon you or the Council, should such be necessary.

I have the honor to be,
Sir,
Your obedient servant,

(Signed) J. A. MANN,
Commissioner and Attorney
Of the Windsor and Annapolis Ry. Co., Limited.

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